

REPORT ON OIL ENGINE MACHINERY.

No. 8409

Received at London Office 18 JUL 1931

Date of writing Report 10th July 1931. When handed in at Local Office July 1931 Port of Gothenburg

No. in Survey held at Trollhattan & Gothenburg Date, First Survey 29th July, 1930, Last Survey 4th July 1931. Number of Visits 9

89730 on the Single Twin Triple Quadruple Screw vessel "BRALANTA" Tons Gross 8215 Net 4868

Built at Caledon By whom built Caledon S.D. & Eng. Co. Ltd. Yard No. 336 When built 1931

Engines made at Gothenburg By whom made A.B. Gothenburg Engine Nos 958 When made 1931

Boilers made at Trollhattan By whom made Nydqvist & Holm AB. Engine No. 1014 When made 1931

Owners Brakkers Rederi A/S. Port belonging to Oslo.

Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

Trade for which vessel is intended General.

TYPE OF ENGINES, &c.—Type of Engines One auxiliary diesel oil engine 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 210 mm Length of stroke 320 mm No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 298 mm Is there a bearing between each crank Yes

Revolutions per minute 400 Flywheel dia. 1050 Weight 700 kgs Means of ignition Diesel system Kind of fuel used Diesel fuel oil.

Crank Shaft, dia. of journals as per Rule 135 mm Crank pin dia. 135 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis as per Rule

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule

Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the

propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller Yes

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

Forced. Thickness of cylinder liners 22 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Cooling Water Pumps, No. One 2600 l/h. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size How driven Lubricating Oil Pumps, including Spare Pump, No. and size One 600 l/h.

Ballast Pumps, No. and size Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces In Pump Room

In Holds, &c. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What pipes pass through the bunkers How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Is the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

compartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Main Air Compressors, No. Solid injection system No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. One Diameter 4100 mm Stroke 120 mm Driven by Aux. engine.

Auxiliary Engines crank shafts, diameter as per Rule Position

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

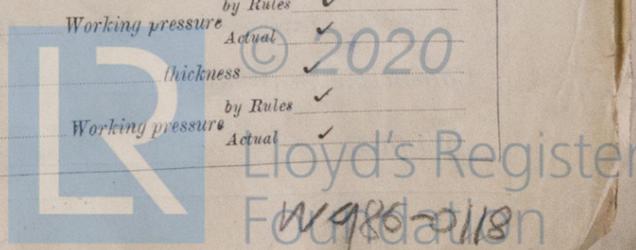
Can the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver

High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure Actual

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure Actual



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 27.3.30.
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied — 1 fuel valve complete with 2 extra valves and 2 extra seals for same. 1 piston complete with 40 piston rings, 1 gudgeon pin with 2 bushes for same, 1 set of crank pin brasses, 1 set of journal brasses, 1 set of valves for the water pump, 1 complete set of all springs and fittings, and 1 length of steel pipe with unions.

The foregoing is a correct description,

NYDQVIST & HOLM AKTIEBOLAG

GUNNAR DELLNER

Gunnar Dellner

Manufacturer.

Dates of Survey while building { During progress of work in shops - - 1930:- July 25+26. August 5. October 17. November 26. December 19.
During erection on board vessel - - 1931:- May 29 July 3. 4.
Total No. of visits 9

Dates of Examination of principal parts—Cylinders 19.12.30 Covers 19.12.30 Pistons 19.12.30 Rods Connecting rods 5.8.30

Crank shaft 25.7.30 Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine sealings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions 3.4.7.31

Crank shaft, Material *S. M. Steel* Identification Mark *EB 25.7.30* Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F. *Yes.*

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *M/S Tosna, "Nordavide", "Kestras" & "Kalm"*

General Remarks (State quality of workmanship, opinions as to class, &c.)

This auxiliary engine has been built under Special Survey. All the Rules requirements have been complied with. The workmanship is good.

Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee .. £ :
Special £ *100.00* :
Donkey Boiler Fee £ :
Travelling Expenses (if any) *13.25* : *17.8.31*

When applied for, *July 1931*

When received, *17.8.31*

E. Bernelius & Magnusson
Engineer Surveyors to Lloyd's Register of Shipping.

FRI. 12 FEB. 1932

Committee's Minute *Thu. 24 JUL 1931*

Assigned *See F.C. Rpt*



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